MEMBER : In the municipality there is a road to be gravelled from two to three miles.

DEWAN : The Chief Engineer will include this in the next year's programme of maintenance work.

As regards repair of the Kalathodu, the president of the municipality says that it is not necessary to deepen and widen it. All that he wants is to construct a protecting sluice to prevent the access of salt water and also he wants the retention of the walls of lands belonging to the public. This is entirely a matter for the municipality. If the municipality as you say have no capital, no funds in reserve to meet this and if the municipality really intends to do this work of public utility, they will be at liberty to apply to Government for loans which the Government will have considered.

51. Improvement of communications and development of irrigation.

DR. KOSHY PALAKUNNATHU (*Member, Nominated*) said that the opening of the Quilon-Ernakulam railway was absolutely necessary in the interests of the growing trade of the State. The suspension of the work in connection with the railway had caused great disappointment to the people of Central and North Travancore. If Government felt that they could not meet the heavy expenditure involved in the work, they could raise the necessary funds by issuing debenture bonds or some such thing.

So far as river communications were concerned, the member would attach the greatest importance to the Pampa river and its improvement. The river became dry in some portions in the hot season, and this caused great inconvenience to the transport of goods by boats. The member therefore suggested that the portions of the river especially from Puthankavu to Puthiyavu might be dredged and deepened in the hot season. The money which had to be spent for the purchase of a dredger might be recovered in the shape of a duty on the goods passing by the river. Another improvement which was necessary was the opening of the Poovathur canal. This would be of use in irrigating the neighbouring paddy fields and would also reduce the force of the fierce currents at Athimudu by drawing away the surplus water.

The member next urged the construction of a bridge at Kozhancherry and the improvement of three roads *viz.* Kuriyannur-Nedumprayar road up to Mulavelil ferry, M. A. road up to Parapuzha ferry, and Maramon-Tottapuzha-seri road up to Arattupuzha. In regard to the bridge, the member stated that he had spoken about the subject at the last session also. Several Chief Engineers, including the present Chief Engineer, had admitted the necessity of the bridge. The only objection against the immediate execution of the work was the heavy cost involved. But in this connection Government had to bear in mind the fact that the people of the area had opened nearly 130 miles of road at their own cost and handed over the same to Government. The cost of opening so many miles of road in this region would be at least Rs. 10 lakhs. Considering this very heavy expenditure incurred by the people, it was not too much if they asked Government to build a bridge for them which would after all cost only two or three lakhs of rupees. In regard to the maintenance of the three roads mentioned, the member stated that they were all ryots' roads taken over by Government. On one of these roads, the Maramon-Tottapuzhaserri road, two bridges had to be constructed.

In conclusion, the member proposed that the Irrigation Regulation might be suitably amended so as to empower Government to execute the necessary irrigation projects and that that the Idachira, the Palakattu chira etc., might be repaired soon.

DEWAN'S REPLY : Dr. Koshy Palakunnathu, in regard to the Quilon-Ernakulam railway I have nothing to add to what I said yesterday.

In regard to the navigability of the Pampa river the Chief Engineer has asked for a regular maintenance grant for that river so as to keep it deepened and navigable as far as possible. But what you suggest is on a very much more ambitious scale involving considerable outlay ; and it will have to be carefully investigated in the order of urgency.

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In regard to the construction of a bridge across the Pampa river at Kozhancherry, I am in complete agreement with you and the Chief Engineer that a bridge there is eminently desirable. The Chief Engineer has recently sent up an estimate for having the possibilities of a bridge there investigated, *i. e.* borings and so on. It is bound to be a very expensive bridge, and when it can be carried out I do not know. Anyhow, we will have the possibilities investigated very shortly.

Then, in regard to the improvement of Kuriyannur-Nedumprayar road to Mulaveli landing, M. A. road to Parapuzha landing, Maramon-Tottapuzhacherri road to Arattupuzha landing, these are ryots' roads, now under departmental maintenance. The construction of culverts and the making of improvements are proceeding in the order of urgency. The improvements are being done from the maintenance grants year by year as opportunity offers and funds are available.

52. Extension of the railway from Trivandrum to Nagercoil.

MR. D. FRANCIS (*Member, Nominated*) said that the proposal to connect Trivandrum and Nagercoil by a railway line was not a new one. A survey was held for the purpose even forty-five years ago. Motor traffic had developed since, but motor vehicles could not take the place of railways. The proposed railway line from Trivandrum to Nagercoil would pass through several busy centres such as Neyyattinkara, Kuzhitura, Colachel etc. and would lead to the opening up of those areas. Even at the present time it was calculated that about three thousand passengers and five hundred tons of goods were daily passing between Nagercoil and Trivandrum. This would be enhanced four-fold if the railway was opened. South Travancore was also the seat of several industries such as tile-manufacture, weaving, fishing, monazite mining, etc. It would be giving an impetus to these industries if the railway line was opened.

DEWAN'S REPLY: Mr. Francis, as you say the Nagercoil-Trivandrum railway has been surveyed and the question of construction is standing over because at present we are concentrating our attention on the Chakkai-Tampanur extension and remember that the Chakkai-Tampanur extension is really the first step of the railway from Chakkai towards the south. For the present at any rate let this matter of the Trivandrum-Nagercoil railway stand aside till the first extension from Chakkai to Tampanur is completed.

53. Means of communication in the Parur taluk.

MR. AIYAPPAN RAMAN (*Member, Nominated*) in describing the paucity of proper means of communication in the Parur taluk suggested the following remedies calculated to provide immediate relief :—

(*a*) The road from Parur to Muthakunnam should be widened and raised and the necessary culverts and bridges should be constructed;

(*b*) a bridge should be constructed at the Kuryapilli ferry ;

(*c*) the bridge at Mulekadavu should be repaired ; and

(*d*) a road should be constructed from Muttakunnam to Munampam.

DEWAN'S REPLY: Mr. Aiyappan Raman, you heard what I had to say on the subject of roads in Parur to another member who spoke this morning.

As regards the repairing of the road from Parur to Muttakunnam, it is maintained by the P. W. D. at present with a maintenance grant of Rs. 20 a mile. Now the question of the Vadakkekara bridge has been taken up and when that bridge is completed you will have through communication and the need for converting this into a cart road will become a necessity. The question of a bridge at Kuriyapalli is now under consideration.

54. Needs of the Quilon town.

MR. M. K. ABDUL RAHIMAN KUTTY (*Member, Nominated*) said that most of the subjects which he wished to deal with had already been taken up by the other members representing the needs of the Quilon town. He therefore made only one request *viz.*, in regard to the reopening of the old Quilon-Trivandrum road along

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